

REMARKS

Claims 1-22 are pending in the present application. Independent claim 1 has been amended to better clarify the claimed invention. No new matter is added hereby.

The Examiner has rejected claims 1-12 under 35 USC 102(a) as being anticipated by U.S. Patent No. 6,249,913 to Galipeau et al. (hereinafter "Galipeau"). The Examiner has also rejected claim 1 under 35 USC 102(b) as being anticipated by U.S. Patent No. 5,939,997 to Sekine et al. (hereinafter "Sekine"). Claims 13-22 stand rejected under 35 USC 103(a) as being unpatentable over Galipeau.

For the reasons set forth below, Applicants respectfully disagree with the aforementioned rejections.

According to the Examiner, Galipeau teaches an aircraft management system that provides aircraft passengers with a number of entertainment and productivity enhancing options. Sekine is directed to a system for detecting whether a bus used to connect units in an in-flight entertainment system is properly terminated.

Unlike the data and entertainment systems of Galipeau and Sekine, the present invention relates to a system for controlling power distribution. Independent claim 1 is directed to a system for controlling power distribution in an aircraft, which includes the following features:

- a first interface;
- a plurality of nodes connected to the interface; each of said plurality of nodes monitoring and responding to commands received from the first interface;
- a communication network interconnecting each of the plurality of nodes and the first interface; and
- a second interface for receiving commands from an aircraft load management system, wherein power distribution is controlled in accordance with the commands.

Notably absent from the systems of Galipeau and Sekine is an "interface for receiving commands from an aircraft load management system, wherein power distribution is controlled in accordance with the commands."

As described in the Specification of the present Application:

[0033] Using commands received from an aircraft's load management system via the ARINC 429 data bus 212, the aircraft load management system computer (not shown) of the aircraft can provide the "SkyCharger" system 102 with information regarding available power from the aircraft's generators, and can initiate emergency non-essential system shutdowns, such as shut down the "SkyCharger" units. In addition, flight crew controls can be linked into the "SkyCharger" network 207 via the ARINC 429 data bus 212 through this "Gateway" translation. (As published under Pub. No. 2002/0153776.)

While Galipeau describes a system that is capable of interfacing via ARINC 429 to obtain information relating to aircraft systems (198), there is no teaching or suggestion in Galipeau of a power distribution control system which uses such information to control power. As described in Galipeau, the aircraft system information is simply relayed to another device, such as a personal computer (226), that may request such information. (See Galipeau, col. 12, lines 20-24.) This is consistent with the fact that the Galipeau system is a data and entertainment distribution system and not a power distribution control system, such as the claimed invention.

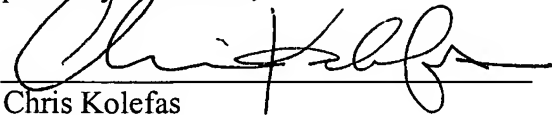
Sekine does not disclose any interface to aircraft systems, let alone an interface to an aircraft load management system, as recited in claim 1.

For the foregoing reasons, Applicants respectfully assert that the rejections under 35 USC 102 and 103 are not applicable to the pending claims and should thus be withdrawn.

In view of the above, Applicant respectfully submits that the present application is in immediate condition for allowance. Accordingly, the Examiner is respectfully requested to pass the present application to issue.

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